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EXAMINER
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3663	

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Please find below and/or attached an Office communication concerning this application or proceeding.

	Application No.	Applicant(s)
	10/626,810	LOWREY ET AL.
Office Action Summary	Examiner	Art Unit	
	Ronnie Mancho	3663	

-- *The MAILING DATE of this communication appears on the cover sheet with the correspondence address* --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE _3_ MONTH(S) FROM
THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If the period for reply specified above is less than thirty (30) days, a reply within the statutory minimum of thirty (30) days will be considered timely.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

1)☒ Responsive to communication(s) filed on <u>06 April 2005</u>.

2a)☐ This action is **FINAL**.   2b)☒ This action is non-final.

3)☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

4)☒ Claim(s) _1-90_ is/are pending in the application.

    4a) Of the above claim(s) _____ is/are withdrawn from consideration.

5)☐ Claim(s) _____ is/are allowed.

6)☒ Claim(s) _1-90_ is/are rejected.

7)☐ Claim(s) _____ is/are objected to.

8)☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

9)☐ The specification is objected to by the Examiner.

10)☐ The drawing(s) filed on _____ is/are: a)☐ accepted or b)☐ objected to by the Examiner.

    Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).

    Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).

11)☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

12)☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).

    a)☐ All   b)☐ Some *   c)☐ None of:

      1.☐ Certified copies of the priority documents have been received.

      2.☐ Certified copies of the priority documents have been received in Application No. _____.

      3.☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

    * See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

1)☒ Notice of References Cited (PTO-892)

2)☐ Notice of Draftsperson's Patent Drawing Review (PTO-948)

3)☒ Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08) Paper No(s)/Mail Date <u>5/31/05; 2/3/05</u>.

4)☐ Interview Summary (PTO-413) Paper No(s)/Mail Date. _____.

5)☐ Notice of Informal Patent Application (PTO-152)

6)☐ Other: _____.

DETAILED ACTION

Specification

1. The disclosure is objected to because of the following informalities:

In applicant's disclosure, page 3, line 19, the applicant is advised to change "transmission component configures to receive" to --transmission/receiving component configured to receive-- for clarity. The abjection applies to page 4, lines 6.

Appropriate correction is required.

Claim Rejections - 35 USC § 112

2. The following is a quotation of the first paragraph of 35 U.S.C. 112:

> The specification shall contain a written description of the invention, and of the manner and process of making and using it, in such full, clear, concise, and exact terms as to enable any person skilled in the art to which it pertains, or with which it is most nearly connected, to make and use the same and shall set forth the best mode contemplated by the inventor of carrying out his invention.

3. Claims 1-14 are rejected under 35 U.S.C. 112, first paragraph, as failing to comply with the enablement requirement. The claim(s) contains subject matter which was not described in the specification in such a way as to enable one skilled in the art to which it pertains, or with which it is most nearly connected, to make and/or use the invention.

In claims 1&2, the applicant does to disclose the limitations "said wireless communication component configured to wirelessly receive a schema identifying a subset of the set of operational characteristics that are monitored by the on-board diagnostic computer,

said data-collection component configured to process the received schema and to collect from the vehicle's on-board diagnostic computer data for the subset of operational characteristics identified in the received schema".

Applicant's page 11, lines 5 mentions a data collection component (not shown in the figure) that formats data in a packet and passes the data to a transmission component. On page 12, lines 14+, the applicant discloses that the schema is loaded onto a microcontroller before the wireless appliance is installed in the vehicle.

The claims dependent on claims 1&2 are rejected for their dependency thereof.

Claim Rejections - 35 USC § 102

3   The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

4   Claims 1-90 are rejected under 35 U.S.C. 102(b) as being anticipated by

Spaur et al (5732074).

Regarding claim 1 Spaur (as best understood) disclose a system (figs. 1-4)

for interfacing with an on-board diagnostic computer in a vehicle, wherein the on-

board diagnostic computer (122, 124, col. 10, lines 37+) is configured to monitor a

set of operational characteristics of the vehicle, the system comprising:

a wireless appliance (30, 80, 82, 84, fig. 2) which during use communicates

with the vehicle's on-board diagnostic computer (122, 124, col. 10, lines 37+), said

wireless appliance comprising (i) a wireless communication component and (ii) a

data-collection component (figs. 1-4),

said wireless communication component configured to wirelessly receive a

schema (IP address, col. 3, lines 3+; col. 4, lines 15-23; col. 11, lines 27-39, lines

58-67) identifying a subset of the set of operational characteristics that are

monitored by the on-board diagnostic computer (122, 124, col. 10, lines 37+),

said data-collection component configured to process the received schema

and to collect from the vehicle's on-board diagnostic computer data for the subset

of operational characteristics identified in the received schema (col. 9, lines 33-67),

said wireless communication component (30, 80, 82, 84, fig. 2) being further

configured to wirelessly transmit (col. 2, lines 53+; col. 3, lines 49+) said collected

data,

wherein the schema identifies an address of an operational characteristic

(col. 2, lines 53+; col. 3, lines 49+) for which data is to be collected from the

vehicle's on-board diagnostic computer (122, 124, fig. 2),

wherein the schema includes a field that describes a time or frequency at

which the data collection component queries (updated data, col. 9, lines 31-36) the

vehicle's on-board diagnostic computer,

wherein the operational characteristics include at least one of the following:

diagnostic trouble codes, vehicle speed, fuel level, fuel pressure, miles per gallon,

engine RPM, mileage, oil pressure, oil temperature, tire pressure, tire temperature,

engine coolant temperature, intake-manifold pressure, engine-performance tuning

parameters, alarm status, accelerometer status, cruise-control, status, fuel-injector

performance, spark-plug timing, and a status of an anti-lock braking system (col. 9,

lines 10+),

wherein the wireless appliance (30, 80, 82, 84, fig. 2) is configured to send

an outgoing data packet that indicates a vehicle's location (col. 9, line 5; col. 3,

lines 49+),

wherein the data-collection component is configured to repeatedly collect

said data from the vehicle's on-board diagnostic computer (122, 124, fig. 2) at

times determined by a first schedule specified in the schema, and

wherein the wireless communication component is configured to repeatedly

wirelessly transmit (col. 2, lines 53+; col. 3, lines 1-67) the collected data at times

determined by a second schedule specified in the schema.

Regarding claim 2 Spaur (as best understood) disclose a system for

interfacing with an on-board diagnostic computer (122, 124, fig. 2) in a vehicle,

wherein the on-board diagnostic computer is configured to monitor a set of

operational characteristics of the vehicle, the system comprising:

a wireless appliance (30, 80, 82, 84, fig. 2) which during use communicates

with the vehicle's on-board diagnostic computer (122, 124, col. 10, lines 37+), said

wireless appliance comprising (i) a wireless communication component and (ii) a

data-collection component (figs. 1-4),

said wireless communication component configured to wirelessly receive a

schema (IP address, col. 3, lines 3+; col. 4, lines 15-23; col. 11, lines 27-39, lines

58-67) identifying a subset of the set of operational characteristics that are

monitored by the on-board diagnostic computer,

said data-collection component configured to process the received schema

and to collect from the vehicle's on-board diagnostic computer data for the subset

of operational characteristics identified in the received schema (col. 9, lines 33-

67), and

said wireless communication component being further configured to

wirelessly transmit (col. 2, lines 53+; col. 3, lines 1-67) said collected data.

Regarding claim 3 Spaur disclose the system of claim 2, wherein the schema

identifies an address of an operational characteristic for which data is to be

collected from the vehicle's on-board diagnostic computer.

Regarding claim 4 Spaur disclose the system of claim 2, wherein the schema

comprises an address that describes a location of a diagnostic datum in a computer

memory in the vehicle (cols. 2&3).

Regarding claim 5 Spaur disclose the system of claim 2, wherein the schema

comprises a field that describes a time or frequency at which the data-collection

component queries the vehicle's on-board diagnostic computer describes a time or

frequency at which the data-transmission component transmits data.

Regarding claim 6 Spaur disclose the system of claim 2, wherein the schema

comprises a field that describes a time or frequency at which the data-transmission

component transmit data.

Regarding claim 7 Spaur disclose the system of claim 2, wherein the schema is an ASCII or binary data file.

Regarding claim 8 Spaur disclose the system of claim 2, wherein the operational characteristics include at least one of the following: diagnostic trouble codes, vehicle speed, fuel level, fuel pressure, miles per gallon, engine RPM, mileage, oil pressure, oil temperature, tire pressure, tire temperature, engine coolant temperature, intake-manifold pressure, engine-performance tuning parameters, alarm status, accelerometer status, cruise-control status, fuel-injector performance, spark-plug timing, and a status of an anti-lock braking system.

Regarding claim 9 Spaur disclose the system of claim 2, wherein the wireless appliance is configured to send an outgoing data packet that indicates a vehicle's location.

Regarding claim 10 Spaur disclose the system of claim 2, wherein the vehicle is selected from a group comprising an automobile, truck, wheeled commercial equipment, heavy truck, power sport vehicle, collision repair vehicle, marine vehicle, and recreational vehicle.

Regarding claim 11 Spaur disclose the system of claim 2, wherein the data-collection component is configured to repeatedly collect said data from the vehicle's on-board diagnostic computer at times determined by a first schedule.

Regarding claim 12 Spaur disclose the system of claim 11, wherein the first schedule is specified in the schema.

Regarding claim 13 Spaur disclose the system of claim 2, wherein the wireless communication component is configured to repeatedly wirelessly transmit the collected data at times determined by a first schedule.

Regarding claim 14 Spaur disclose the system of claim 13, wherein the first schedule is specified in the schema.

Regarding claim 15 Spaur disclose the system for monitoring a set of vehicles, comprising:

a host computer 60 configured to host a web site (col. 11, lines 58 to col. 12, lines 1-67) that receives operational characteristics transmitted wirelessly from the set of vehicles (col. 13, lines 19-23; fleet of vehicles, col. 14, line 1), said web site programmed to display on a first web interface operational characteristics of a single vehicle selected from among said set of vehicles,

said web site programmed to also display on a second web interface operational characteristics of multiple vehicles among said set of vehicles,

wherein said multiple vehicles are associated with a single entity (col. 13, lines 19-23; fleet of vehicles, col. 14, line 1).

Regarding claim 16 Spaur disclose the system of claim 15, wherein the host computer is configured to wirelessly transmit a schema identifying a subset of a set of operational characteristics to be monitored by an on-board diagnostic computer of a target vehicle.

Regarding claim 17 Spaur disclose the system of claim 16, wherein the web site includes a schema selector to select the schema to be transmitted.

Regarding claim 18 Spaur disclose the system of claim 15, wherein the first web interface comprises a first web page that displays a vehicle diagnostic datum.

Regarding claim 19 Spaur disclose the system of claim 18, wherein the first web page comprises data fields describing: (i) a name of a diagnostic datum; (ii) units corresponding to the diagnostic datum; and (iii) a numerical value corresponding to the diagnostic datum.

Regarding claim 20 Spaur disclose the system of claim 19, wherein the first web page further comprises.

Regarding claim 21 Spaur disclose the system of claim 18, wherein the first web page includes a graphical representation of a set of diagnostic data.

Regarding claim 22 Spaur disclose the system of claim 15, wherein the web site further comprises a database component.

Regarding claim 23 Spaur disclose the system of claim 15, wherein the web site further comprises a login web page programmed to accept user name and password inputs of a user.

Regarding claim 24 Spaur disclose the system of claim 23, wherein the web site is configured to determine whether the user is associated with the first or second web interface.

Regarding claim 25 Spaur disclose the system of claim 15, wherein the multiple vehicles are each associated with a single user.

Regarding claim 26 Spaur disclose the system of claim 15, wherein the web site is configured to be displayed on a hand-held device.

Regarding claim 27 Spaur disclose the system of claim 26, wherein the hand-held device comprises a cellular telephone, computer, or personal digital assistant (PDA).

Regarding claim 28 Spaur disclose the system of claim 15, wherein the host computer is further configured to send an electronic communication including at least a portion of the operational characteristics of the single vehicle or multiple vehicles.

Regarding claim 29 Spaur disclose the system of claim 15, wherein the host computer is further configured to analyze a location of the single vehicle and display the location on at least one map.

Regarding claim 30 Spaur disclose the system of claim 15, wherein the set of vehicles includes at least one vehicle selected from a group comprising an automobile, truck, wheeled commercial equipment, heavy truck, power sport vehicle, collision repair vehicle, marine vehicle, and recreational vehicle.

Regarding claim 31 Spaur disclose the system of claim 15, wherein the set of vehicles includes a fleet of vehicles.

Regarding claim 32 Spaur disclose a system for monitoring a set of vehicles (col. 13, lines 19-23; fleet of vehicles, col. 14, line 1), comprising:

a host computer 60 (fig. 1-4) configured to host a web site (col. 11, lines 58 to col. 12, lines 1-67) that receives operational characteristics transmitted wirelessly from the set of vehicles,

said web site (col. 11, lines 58 to col. 12, lines 1-67) programmed to display on a first web (col. 11, lines 58-67) interface operational characteristics of a single vehicle selected from among said set of vehicles,

said web site (col. 11, lines 58 to col. 12, lines 1-67) programmed to also

display on a second web interface operational characteristics of multiple vehicles

(col. 12, lines 2-17) among said set of vehicles,

wherein said multiple vehicles (col. 13, lines 19-23; fleet of vehicles, col. 14,

line 1) are associated with a single entity,

wherein the host computer 60 is configured to wirelessly transmit a schema

(IP address, col. 3, lines 3+; col. 4, lines 15-23; col. 11, lines 27-39, lines 58-67)

identifying a subset of a set of operational characteristics to be monitored by an on-

board diagnostic computer of a target vehicle,

wherein the web site includes a schema selector (IP address, col. 3, lines 3+;

col. 4, lines 15-23; col. 11, lines 27-39, lines 58-67) to select the schema to be

transmitted.

wherein the first web interface (col. 11, lines 58-67; col. 3, lines 3+; col. 4,

lines 15-23; col. 11, lines 27-39, lines 58-67) comprises a first web page that

displays a vehicle diagnostic datum,

wherein the first web page comprises data fields describing: (i) a name of a

diagnostic datum (engine operation, col. 12, lines 65-67; col. 9, lines 10-12), (ii)

units (mileage, col. 9, lines 10-12) corresponding to the diagnostic datum, and (iii)

a numerical value (col. 12, lines 26-30; mileage, col. 9, lines 10-12) corresponding

to the diagnostic datum,

wherein the first page (col. 11, lines 58-67; col. 3, lines 3+; col. 4, lines 15-

23; col. 11, lines 27-39, lines 58-67) further comprises multiple sets of diagnostic

data (col. 9) associated with the single vehicle, and

wherein the host computer 60 is further configured to send an electronic

communication (col. 3, lines 3+; col. 4, lines 15-23; col. 11, lines 27-39, lines 58-

67) including at least a portion of the operational characteristics of the single

vehicle or multiple vehicles.

Regarding claim 33 Spaur disclose a system for monitoring a set of vehicles,

comprising:

a host computer 60 configured to wirelessly transmit a schema (IP address,

col. 3, lines 3+; col. 4, lines 15-23; col. 11, lines 27-39, lines 58-67),

wherein the schema identities a subset of a set of operational characteristics

that are monitorable by an on-board diagnostic computer (122, 124, col. 10, lines

37+) of a target vehicle among a set of vehicles (col. 13, lines 19-23; fleet of

vehicles, col. 14, line 1), and

wherein the host computer 60 is further configured to wirelessly receive

collected vehicle data (col. 2, lines 53 to col. 3) of the target vehicle, the collected

data including the subset of monitorable operational characteristics identified in the

transmitted schema.

Regarding claim 34 Spaur disclose the system of claim 33, wherein the

schema is associated with a predetermined group of vehicles.

Regarding claim 35 Spaur disclose the system of claim 34, wherein the

predetermined group of vehicles have at least one attribute in common.

Regarding claim 36 Spaur disclose the system of claim 33, wherein the set

of vehicles includes at least one vehicle selected from a group comprising an

automobile, truck, wheeled commercial equipment, heavy truck, power sport

vehicle, collision repair vehicle, marine vehicle, and recreational vehicle.

Regarding claim 37 Spaur disclose a method of monitoring a set of

operational characteristics of a vehicle, comprising:

(a) wirelessly receiving, by a wireless appliance (30, 80, 82, 84, fig. 2) in a

vehicle, a schema (IP address, col. 3, lines 3+; col. 4, lines 15-23; col. 11, lines 27-

39, lines 58-67) identifying a subset of a set of operational characteristics that are

monitored by an on-board diagnostic computer (122, 124, col. 10, lines 37+) of the

vehicle;

(b) processing the received schema (col. 3, lines 3+; col. 4, lines 15-23; col.

11, lines 27-39, lines 58-67);

(c) collecting (col. 3, lines 3+; col. 4, lines 15-23; col. 11, lines 27-39, lines 58-67) from the vehicle's on-board diagnostic computer data (122, 124, col. 10) for the subset of operational characteristics identified in the received schema;

(d) wirelessly transmitting the collected data (col. 3, lines 3+; col. 4, lines 15-23; col. 11, lines 27-39, lines 58-67); and

wirelessly transmitting data (col. 3, lines 3+; col. 4, lines 15-23; col. 11, lines 27-39, lines 58-67) indicative of the vehicle's location (col. 3, lines 48; col. 9, lines 5),

wherein the schema (col. 3, lines 3+; col. 4, lines 15-23; col. 11, lines 27-39, lines 58-67) identifies an address of an operational characteristic for which data is to be collected from the vehicle's on-board diagnostic computer,

wherein the schema (col. 3, lines 3+; col. 4, lines 15-23; col. 11, lines 27-39, lines 58-67) comprises an address that describes a location of a diagnostic datum in a computer memory in the vehicle,

wherein the schema comprises a field that describes a time or frequency (updated data, col. 9, lines 31-36) at which the data collecting occurs, and

wherein the operational characteristics include at least one of the following: diagnostic trouble codes, vehicle speed, fuel level, fuel pressure, miles per gallon, engine RPM, mileage, oil pressure, oil temperature, tire pressure, tire temperature,

engine coolant temperature, intake- manifold pressure, engine-performance tuning

parameters, alarm status, accelerometer status, cruise-control status, fuel-injector

performance, spark-plug timing, and a status of an anti-lock braking system (col. 3,

lines 46-67; col. 9).

Regarding claim 38 Spaur disclose a method of monitoring a set of

operational characteristics of a vehicle, comprising:

wirelessly receiving, by a wireless appliance in a vehicle, a schema (IP

address, col. 3, lines 3+; col. 4, lines 15-23; col. 11, lines 27-39, lines 58-67)

identifying a subset of a set of operational characteristics that are monitored by an

on-board diagnostic computer (122, 124, col. 10) of the vehicle;

processing the received schema (col. 3, lines 3+; col. 4, lines 15-23; col. 11,

lines 27-39, lines 58-67);

(c) collecting from the vehicle's on-board diagnostic computer data for the

subset of operational characteristics identified in the received schema (col. 3, lines

3+; col. 4, lines 15-23; col. 11, lines 27-39, lines 58-67); and

(d) wirelessly transmitting the collected data (col. 3, lines 3+; col. 4, lines

15-23; col. 11, lines 27-39, lines 58-67).

Regarding claim 39 Spaur disclose the method of claim 38, wherein the schema identifies an address of an operational characteristic for which data is to be collected from the vehicle's on-board diagnostic computer.

Regarding claim 40 Spaur disclose method of claim 38, wherein the schema comprises an address that describes a location of a diagnostic datum in a computer memory in the vehicle.

Regarding claim 41 Spaur disclose method of claim 38, wherein the schema comprises a field that describes a time or frequency at which the data collecting occurs.

Regarding claim 42 Spaur disclose method of claim 38, wherein the schema comprises a field that describes a time or frequency at which the data transmitting occurs.

Regarding claim 43 Spaur disclose method of claim 38, wherein the schema is an ASCII or binary data file (see TCP/IP, abstract; col. 3).

Regarding claim 44 Spaur disclose method of claim 38, wherein the operational characteristics include at least one of the following: diagnostic trouble codes, vehicle speed, fuel level, fuel pressure, miles per gallon, engine RPM, mileage, oil pressure, oil temperature, tire pressure, tire temperature, engine coolant temperature, intake-manifold pressure, engine-performance tuning

parameters, alarm status, accelerometer status, cruise-control status, fuel-injector performance, spark-plug timing, and a status of an anti-lock braking system (col. 9).

Regarding claim 45 Spaur disclose method of claim 38, further comprising wirelessly transmitting data indicative of the vehicle's location.

Regarding claim 46 Spaur disclose method of claim 38, wherein the vehicle is selected from a group comprising an automobile, truck, wheeled commercial equipment, heavy truck, power sport vehicle, collision repair vehicle, marine vehicle, and recreational vehicle.

Regarding claim 47 Spaur disclose method of claim 38, wherein collecting data includes repeatedly collecting data from the vehicle's on-board diagnostic computer at times determined by a first schedule.

Regarding claim 48 Spaur disclose method of claim 47, wherein the first schedule is specified in the schema.

Regarding claim 49 Spaur disclose method of claim 38, wherein transmitting the collected data includes repeatedly transmitting the collected data at times determined by a first schedule.

Regarding claim 50 Spaur disclose method of claim 49, wherein the first schedule is specified in the schema.

Regarding claim 51 Spaur disclose a method of monitoring a set of vehicles,

comprising:

(a) wirelessly receiving (col. 3, lines 3+; col. 4, lines 15-23; col. 11, lines 27-

39, lines 58-67), by a host computer (60, 68, 76, fig. 2), operational characteristics

of a set of vehicles (col. 12, lines 2-18);

(b) displaying, on a first web interface of a web site, operational

characteristics of a single vehicle selected from among said set of vehicles;

(c) displaying, on a second web interface of the web site, operational

characteristics of multiple vehicles among said set of vehicles; and

(d) wirelessly transmitting a schema identifying a subset of a set of

operational characteristics to be monitored by an on-board diagnostic computer of

a target vehicle, wherein said multiple vehicles are associated with a single entity,

wherein the web site includes a schema selector to select the schema to be

transmitted, wherein the first web interface comprises a first web page that displays

a vehicle diagnostic datum,

wherein the first web page comprises data fields describing: (i) a name of a

diagnostic datum, (ii) units corresponding to the diagnostic datum, and (iii) a

numerical value corresponding to the diagnostic datum,

wherein the first web page further comprises multiple sets of diagnostic data

associated with the single vehicle, wherein the web site further comprises a login

web page programmed to accept user name and password inputs of a user, and

wherein the web site is configured to determine whether the user is

associated with the first or second web interface.

Regarding claim 52 Spaur (col. 1-12) disclose a method of monitoring a set

of vehicles, comprising:

(a) wirelessly receiving, by a host computer, operational characteristics of a

set of vehicles,

(b) displaying, on a first web interface of a web site, operational

characteristics of a single vehicle selected from among said set of vehicles; and

(c) displaying, on a second web interface of the web site, operational

characteristics of multiple vehicles among said set of vehicles,

wherein said multiple vehicles are associated with a single entity.

Regarding claim 53 Spaur disclose the method of claim 52, further

comprising wirelessly transmitting a schema identifying a subset of a set of

operational characteristics to be monitored by an on-board diagnostic computer of

a target vehicle.

Regarding claim 54 Spaur disclose the method of claim 53, wherein the web site includes a schema selector to select the schema to be transmitted.

Regarding claim 55 Spaur disclose the method of claim 52, wherein the first web interface comprises a first web page that displays a vehicle diagnostic datum.

Regarding claim 56 Spaur disclose the method of claim 55, wherein the first web page comprises data fields describing: (i) a name of a diagnostic datum; (ii) units corresponding to the diagnostic datum, and (iii) a numerical value corresponding to the diagnostic datum.

Regarding claim 57 Spaur disclose the method of claim 56, wherein the first web page further comprises multiple sets of diagnostic data associated with the single vehicle.

Regarding claim 58 Spaur disclose the method of claim 55, wherein the first web page includes a graphical representation of a set of diagnostic data.

Regarding claim 59 Spaur disclose the method of claim 52, wherein the web site further comprises a database component.

Regarding claim 60 Spaur disclose the method of claim 52, wherein the web site further comprises a login web page programmed to accept user name and password inputs of a user.

Regarding claim 61 Spaur disclose the method of claim 60, wherein the web site is configured to determine whether the user is associated with the first or second web interface.

Regarding claim 62 Spaur disclose the method of claim 52, wherein the multiple vehicles are each associated with a single user.

Regarding claim 63 Spaur disclose the method of claim 52, wherein the web site is configured to be displayed on a hand-held device.

Regarding claim 64 Spaur disclose the method of claim 63, wherein the hand-held device comprises a cellular telephone, computer, or personal digital assistant (PDA).

Regarding claim 65 Spaur disclose the method of claim 52, further comprising sending an electronic communication including at least a portion of the operational characteristics of the single vehicle or multiple vehicles.

Regarding claim 66 Spaur disclose the method of claim 52, further comprising analyzing a location of the single vehicle and displaying the location on at least one map.

Regarding claim 67 Spaur disclose the method of claim 52, wherein the set of vehicles includes at least one vehicle selected from a group comprising an

automobile, truck, wheeled commercial equipment, heavy truck, power sport

vehicle, vehicle, collision repair vehicle, marine vehicle, and recreational vehicle.

Regarding claim 68 Spaur disclose the method of claim 52, wherein the set

of vehicles includes a fleet of vehicles.

Regarding claim 69 Spaur disclose the method of monitoring a set of

vehicles, comprising:

(a) wirelessly transmitting, by a host computer, a schema,

wherein the schema identities a subset of a set of operational characteristics

that are monitorable by an on-board diagnostic computer of a target vehicle among

a set of vehicles, and

(b) wirelessly receiving collected vehicle data of the target vehicle, the

collected data including the subset of monitorable operational characteristics

identified in the transmitted schema.

Regarding claim 70 Spaur disclose the method of claim 69, wherein the

schema is associated with a predetermined group of vehicles.

Regarding claim 71 Spaur disclose the method of claim 70, wherein the

predetermined group of vehicles having at least one attribute in common.

Regarding claim 72 Spaur disclose the method of claim 69, wherein the set

of vehicles includes at least one vehicle selected from a group comprising an

automobile, truck, wheeled commercial equipment, heavy truck, power sport

vehicle, collision repair vehicle, marine vehicle, and recreational vehicle.

Regarding claim 73 Spaur (col. 2-12) disclose programmed apparatus,

programmed to execute a method of monitoring a set of operational characteristics

of a vehicle, the method comprising:L

(a) wirelessly receiving, by a wireless appliance in a vehicle, a schema

identifying a subset of a set of operational characteristics that are monitored by an

on-board diagnostic computer of the vehicle;

(b) processing the received schema;

(c) collecting from the vehicle's on-board diagnostic computer data for the

subset of operational characteristics identified in the received schema; and

(d) wirelessly transmitting the collected data.

Regarding claim 74 Spaur disclose programmed apparatus of claim 73,

wherein the schema identifies an address of an operational characteristic for which

data is to be collected from the vehicle's on-board diagnostic computer.

Regarding claim 75 Spaur disclose programmed apparatus of claim 73,

wherein the method further comprises wirelessly transmitting data indicative of the

vehicle's location.

Regarding claim 76 Spaur disclose programmed apparatus of claim 73,

wherein the vehicle is selected from a group comprising an automobile, truck,

wheeled commercial equipment, heavy truck, power sport vehicle, collision repair

vehicle, marine vehicle, and recreational vehicle.

Regarding claim 77 Spaur (col. 2-12) disclose programmed apparatus,

programmed to execute a method of monitoring a set of vehicles, the method

comprising:

(a) wirelessly receiving, by a host computer, operational characteristics of a

set vehicles;

(b) displaying, on a first web interface of a web site, operational

characteristics of a single vehicle selected from among said set of vehicles, and

(c) displaying, on a second web interface of the web site, operational

characteristics of multiple vehicles among said set of vehicles, wherein said

multiple vehicles are associated with a single entity.

Regarding claim 78 Spaur disclose a programmed apparatus of claim 77,

wherein the method further comprises wirelessly transmitting a schema identifying

a subset of a set of operational characteristics to be monitored by an on-board

diagnostic computer of a target vehicle.

Regarding claim 72 Spaur disclose the programmed apparatus of claim 77, wherein the web site further comprises a login web page programmed to accept user name and password inputs of a user.

Regarding claim 80 Spaur disclose the programmed apparatus of claim 77, wherein the method further comprises sending an electronic communication including at least a portion of the operational characteristics of the single vehicle or multiple vehicles.

Regarding claim 81 Spaur disclose the programmed apparatus of claim 80, wherein the set of vehicles includes at least one vehicle selected from a group comprising an automobile, truck, wheeled commercial equipment, heavy truck, power sport vehicle, collision repair vehicle, marine vehicle, and recreational vehicle.

Regarding claim 82 Spaur (col. 2-12) disclose a programmed apparatus, programmed to execute a method of monitoring a set of vehicles, the method comprising:

(a) wirelessly transmitting, by a host computer, a schema, wherein the schema identifies a subset of a set of operational characteristics that are monitorable by an on-board diagnostic computer of a target vehicle among a set of vehicles; and

(b) wirelessly receiving collected vehicle data of the target vehicle, the

collected data including the subset of monitorable operational characteristics

identified in the transmitted schema.

Regarding claim 83 Spaur disclose the programmed apparatus of claim 82,

wherein the schema is associated with a predetermined group of vehicles.

Regarding claim 84 Spaur disclose the programmed apparatus of claim 82,

wherein the set of vehicles includes at least one vehicle selected from a group

comprising an automobile, truck, wheeled commercial equipment, heavy truck,

power sport vehicle, collision repair vehicle, marine vehicle, and recreational

vehicle.

Regarding claim 85 Spaur (col. 2-12) disclose a machine-readable medium

encoded with a plurality of processor-executable instructions for:

(a) wirelessly receiving, by a wireless appliance in a vehicle, a schema

identifying a subset of a set of operational characteristics that are monitored by an

on-board diagnostic computer of the vehicle;

(b) processing the received schema;

(c) collecting from the vehicle's on-board diagnostic computer data for the

subset of operational characteristics identified in the received schema, and

(d) wirelessly transmitting the collected data.

Regarding claim 86 Spaur disclose the machine-readable medium of claim 85, wherein the vehicle is selected from a group comprising an automobile, truck, wheeled commercial equipment, heavy truck, power sport vehicle, collision repair vehicle, marine vehicle, and recreational vehicle.

Regarding claim 87 Spaur (col. 2-12) disclose a machine-readable medium encoded with a plurality of processor-executable instructions for:

(a) wirelessly receiving, by a host computer, operational characteristics of a set of vehicles,

(b) displaying, on a first web interface of a web site, operational characteristics of a single vehicle selected from among said set of vehicles; and

(c) displaying, on a second web interface of the web site, operational characteristics of multiple vehicles among said set of vehicles, wherein said multiple vehicles are associated with a single entity.

Regarding claim 88 Spaur disclose the machine-readable medium of claim 87, wherein the set of vehicles includes at least one vehicle selected from a group comprising an automobile, truck, wheeled commercial equipment, heavy truck, power sport vehicle, collision repair vehicle, marine vehicle, and recreational vehicle.

Regarding claim 89, Spaur (col. 2-12) disclose a machine-readable medium encoded with a plurality of processor-executable instructions for:

wirelessly transmitting, by a host computer, a schema, wherein the schema identifies a subset of a set of operational characteristics that are monitorable by an on-board diagnostic computer of a target vehicle among a set of vehicles, and

(b) wirelessly receiving collected vehicle data of the target vehicle, the collected data including the subset of monitorable operational characteristics identified in the transmitted schema.

Regarding claim 90 Spaur disclose machine-readable medium of claim 89, wherein the set of vehicles includes at least one vehicle selected from a group comprising an automobile, truck, wheeled commercial equipment, heavy truck, power sport vehicle, collision repair vehicle, marine vehicle, and recreational vehicle.

Conclusion

7   The prior art made of record and not relied upon is considered pertinent to applicant's disclosure.   The following: US006636790B1, US006487479B1, and US006751452B1 all disclose a vehicular diagnostic system.
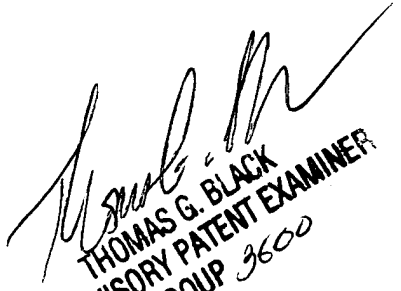
Communication

8   Any inquiry concerning this communication or earlier communications from

the examiner should be directed to Ronnie Mancho whose telephone number is

703-305-6318. The examiner can normally be reached on Mon-Thurs: 9-5.

If attempts to reach the examiner by telephone are unsuccessful, the

examiner's supervisor, Tom Black can be reached on 703-305-8233. The fax

phone numbers for the organization where this application or proceeding is

assigned are 703-305-7687 for regular communications and 703-305-7687 for

After Final communications.

Any inquiry of a general nature or relating to the status of this application or

proceeding should be directed to the receptionist whose telephone number is 703-

308-1113.

<div align="right">

Ronnie   Mancho
Examiner
Art Unit 3661

</div>

June 12, 2005